British Waterways

# British Waterways - FUNDING

British Waterways is a public corporation responsible to the Department for the Environment, Food & Rural Affairs in England and Wales and the Scottish Executive. It receives an annual grant from government, earns income from its commercial and trading activities and from third party funding and grants. For many years Britain's inland waterways were chronically underfunded, leading to a major backlog of maintenance, conservation and restoration work. In recent years, however, all forms of funding have increased – with a particularly steep increase in third party and self-generated trading income.

| **SUMMARY OF RESULTS 2002-2003** | | |
|---|---|---|
| | **31.3.04** | 31.3.03 |
| | **£million** | £million |
| Trading income | **88.3** | 81.7 |
| Third party income | **14.3** | 27.9 |
| Government grant | **94.8** | 82.0 |
| **Total revenue** | **197.4** | 191.6 |

In 2003-2004 British Waterways' commercially earned income has contributed £88.3 million to turnover – 87% higher than it was four years prior.

British Waterways continues to raise income from traditional sources such as boat licences, mooring fees and property rent. Though important, however, these do not raise enough revenue to run the waterways and British Waterways is developing a number of initiatives, in partnership with the public, private and voluntary sectors, to realise the network's full potential.

Joint venture projects in water supply, property regeneration and telecommunications are transforming the way people look at the country's canals and rivers and helping to establish their long-term sustainability. In addition, British Waterways is developing visitor destinations on the waterways, with the Standedge Experience on the Huddersfield Narrow Canal, Anderton Boat Lift in Cheshire and The Falkirk Wheel in Scotland already attracting thousands of people. It is also in the process of forming a waterside pub PPP to develop and invest in a network of waterside pubs that will improve the visitor experience and earn an income for reinvestment in the waterways.

In February 1999, Deputy Prime Minister John Prescott announced a series of measures to "unlock the potential" of British Waterways by enabling it to operate on a more flexible commercial footing. These included: giving a financial commitment to enable British Waterways to tackle its backlog of safety-related maintenance arrears; publishing a new charter for the inland waterways

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'*Waterways for Tomorrow'* (published June 2000); and encouraging British Waterways to develop greater partnerships with the public, private and voluntary sectors.

British Waterways has had considerable success in increasing its income from third parties as funding partners have realised the waterways' potential for providing environmental, social and economic benefits. Millennium Commission and Heritage Lottery Fund grants have provided a massive boost to restoration and regeneration projects which previously looked impossible, whilst Landfill Tax Credits; Europe; local authorities; and the Regional Development Agencies have all made major contributions to supporting the national waterway revival.

**In 2003/2004 British Waterways reported:**

- total income up 3% to £197.4million
- 8.1% growth in trading income to a record £88.3million
- net asset value up 12% (6% like for like) – an increase of 45% since 1999/00
- property value up 6.4% – now more than double the level in 1999/00
- backlog of safety-related maintenance completely eliminated
- Waterscape.com, the inland waterways consumer leisure website, launched
- Liverpool South Docks acquired from English Partnerships
- Wood Wharf, a £2billion property venture in London Docklands, and the Waterside Pub Partnership begin partner selection process

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